
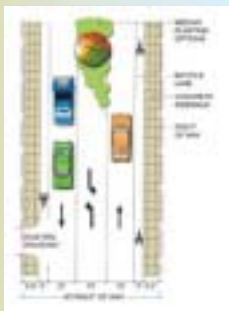







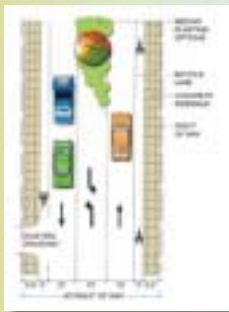







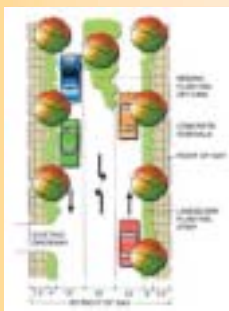








Option Comparison

corridor options	features				evaluation			
	Gateways	Street Treatments	Intersection Treatments	Business Area Options	Operations	Environment	Safety	Cost
1	 Landscape treatment with sign	 3-lane configuration with landscaping	 Cut vegetation to improve sight lines for turning vehicles	 <i>Improved Access</i> business area improvements	Good Center median and turn lanes allow left-turning vehicles to wait outside of the flow of traffic, improving roadway efficiency. 	Good This option adds landscaped median areas along the corridor and wide planting strips and trees in the business area. Landscaped areas enhance the corridor and provide filtration of stormwater runoff. 	Good Sidewalks and planter strips create a buffer zone between pedestrians and adjacent traffic. Crosswalk length is reduced. 	Lower Cost Minimal property impacts for improvements to sidewalks, crosswalks, and landscaping help to keep costs down. 
2	 Lighting treatment	 3-lane configuration with bike lane	 Cut vegetation and restrict left-turning vehicles from cross street	 <i>Bike Lane</i> business area improvements	Best Roadway efficiency would be improved through the addition of a center median/turn lane and by restricting left turning traffic at selected cross-streets. 	Better This option adds landscaped median areas along the corridor. Landscaped planting strips in the business area are slimmer to accommodate the width of the bike lane. 	Better In addition to improved sidewalks and crosswalks, this option provides a bike lane through the business area. Turn restrictions at selected intersections would increase safety. 	Moderate Cost In addition to improved sidewalks and crosswalks, this option provides a bike lane for cyclists north of 76th Avenue South. 
3	 Architectural treatment	 3-lane configuration with landscaping	 Center median and crosswalk. Right turn only from cross street.	 <i>Pedestrian Enhancement</i> business area improvements	Better Operations are improved by the addition of a center median/turn lane and by restricting left turning and through traffic at selected cross-streets. Local traffic would potentially need to be re-routed at certain locations. 	Best This option adds significant planting strips and trees for improved drainage and filtration of stormwater runoff. 	Best This option features a wide buffer zone to shield pedestrians from adjacent traffic. Elimination of through and left-turn traffic at selected intersections would increase safety. 	Highest Cost Construction of extensive pedestrian amenities and intersection treatments increases property impact and cost. 

RATINGS KEY:  → 
Lowest Highest